

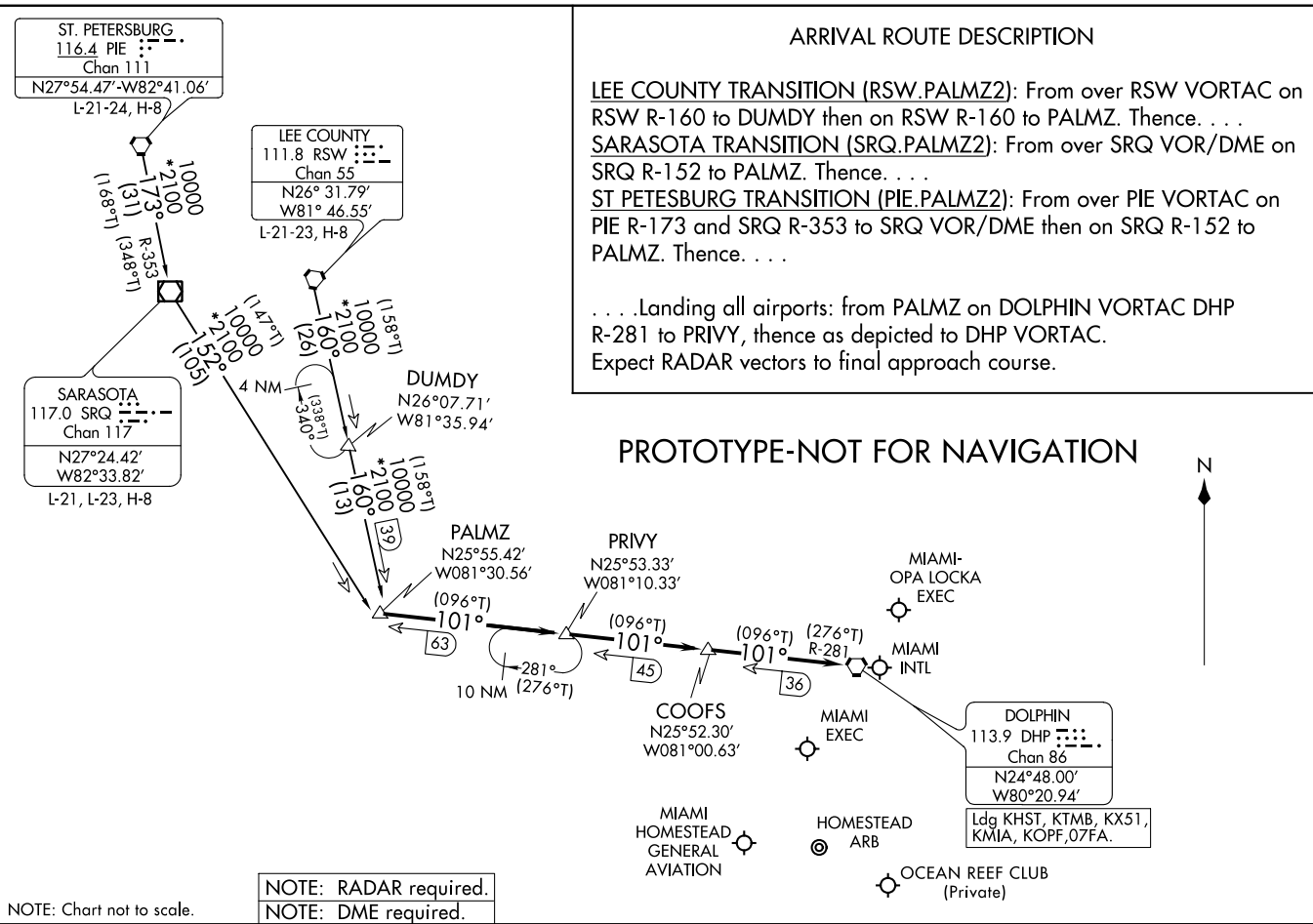


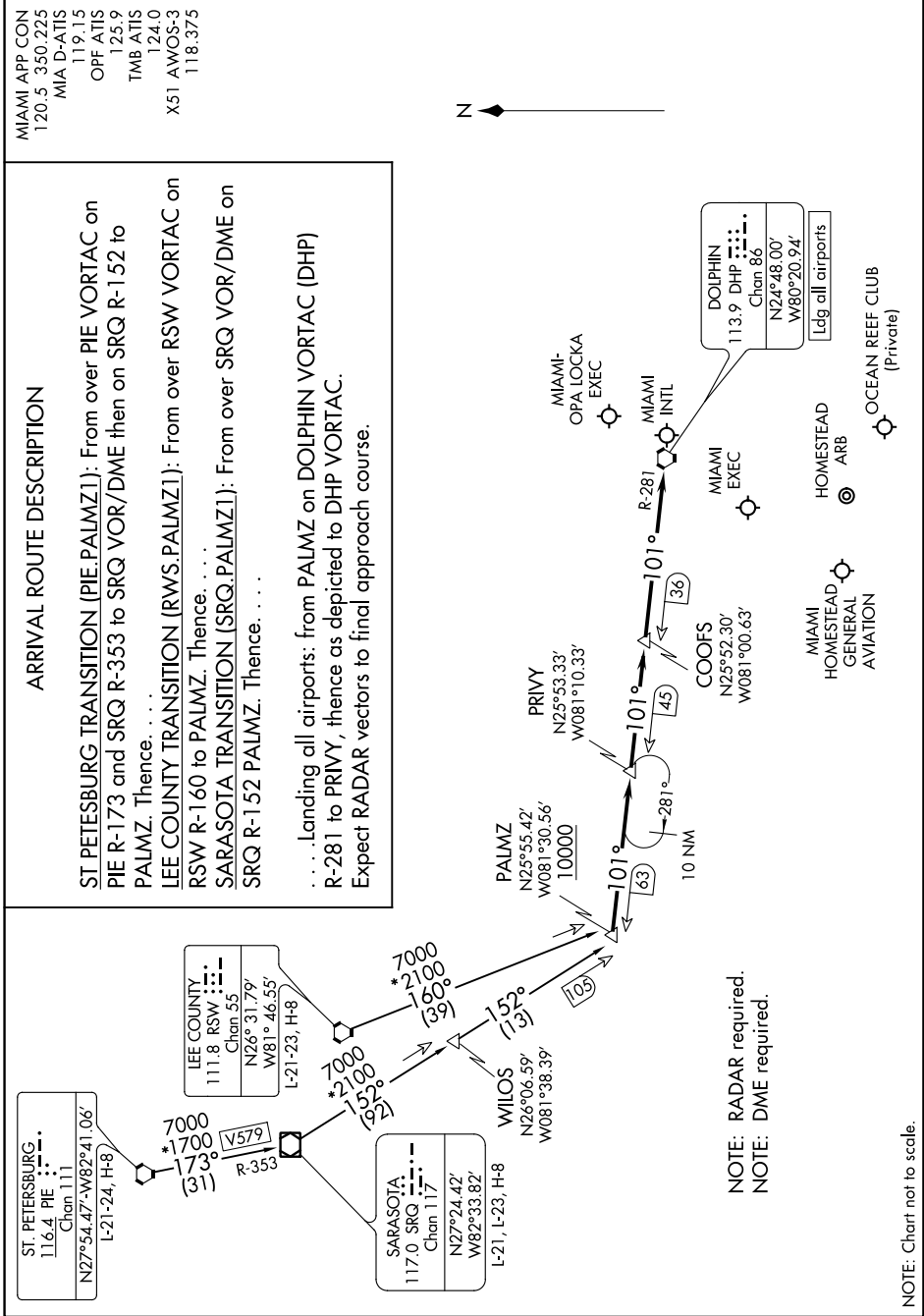
Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 12/02/2021	APWS Task ID: ACB4F7831B3C41948BAAD823CF8906BC	APWS Project ID: B4AF77E855054F7985AA724411950675
Procedure: PALMZ TWO STAR		Enroute: YES	Specialist: Harris, Michael		Agreement Number:
Airport ID: KMIA		Airport City: MIAMI		State: FL	
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments: FL METROPLEX ADD FIX DUMDY WITH HOLDING TO RSW TRANSITION. POST- IMPLEMENTATION; NO NEW LOA REQUIRED, EXISTING (INFO ONLY) INSERTED INTO S FILE. ACTIVE AIRNAV DATA USED.</p> <p>CONTACT ALLAN WILL- AJV-A423 405.954.6103</p>					

08/03/2021

FIPC BASIC FORM							
PROCEDURE: PALMZ TWO STAR			AIRPORT NAME: MIAMI INTL		AIRPORT ID: KMIA	SPECIAL CONTROL NO: AP-08-150-21	
FAC ID: PALMZ2		CITY: MIAMI			ST: FL	ORIG CHART DATE: 12/02/2021	
DFL TYPE: PROC/T	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.4	REIMB. NUMBER:		PTS TASK ID:		
PREFLIGHT NOTES							
REVIEWER:					DATE:		
COMMENTS:					CHECK ONE:		
					<input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							YES
					CPV COMPLETE?		X
PROCEDURE RESULTS							
INSPECTION DATE: 09/21/2021		CREW #: VN426	N #: N72	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: robert e williams @ 09/22/2021 08:22			PRINTED NAME: WILLIAMS, ROBERT EMIL				NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Added fix DUMDY with holding pattern to RSW transition. Part of FL METROPLEX Miami INTL, Miami, L, PALMZ TWO ARRIVAL							
IN-FLIGHT OBSTACLE REPORT							
OBSTRUCTION ID #:	COORDINATES OR LOCATION:		GNSS ALTITUDE (MSL):		BAROMETRIC ALTITUDE (MSL):		HEIGHT ABOVE GROUND LEVEL:





1. FLIGHT PROCEDURE IDENTIFICATION:

MIAMI, FL
MIAMI INTL (KMIA)
PALMZ TWO STAR

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

8260.3, 2-2-7d(4) Do not raise an MEA to support ATC operational requirements. An altitude restriction must be used if ATC has an operational requirement for an altitude higher than the MEA.

3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):

Due to an oversight a higher MEA was published based on ATC request and a lower MEA is available. This was not discovered in a timely manner to fix. This waiver is being submitted as a temporary solution until the next update of the procedure. Timelines do not allow this to be fixed before publication.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

- 1) The altitude used provides obstacle clearance, communications and NAVAID reception. These altitudes have also been flight inspected. A MOCA is also part of the procedure.
- 2) RADAR Required is part of the procedure so ATC can intervene if a pilot needs a lower altitude.
- 3) These procedures will be amended by the Service Center, with the VORMON program scheduled in be completed Dec 25.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Submitting lower MEAs for Flight Inspection does not support the December 2, 2021 chart date.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Eastern Service Area PBN FAA and NATCA leads.
MIA TRACON
ZMA/ZJX ARTCC
MIAMI Tower
American and Southwest Airlines

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
	AJV-A423	Manager

SIGNATURE
Digitally signed by
ALLAN WILL
Oct 19, 2021

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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MZULO TWO (RNAV) DP:

1. **Delete:** NOTE: IF UNABLE TO ACCEPT CLIMB RATE, ADVISE CLEARANCE DELIVERY/ATC ON INITIAL CONTACT.
2. **The MOCA needs to be charted or a waiver submitted:** DO NOT CHART MOCA: FROM MZULO TO FAROV, MZULO TO HESTA, HESTA TO LENDS, LENDS TO ETECK.; ADDED MOCAS FOR ALL TRANSITION LEGS AND ADDED REMARK TO NOT CHART THEM. - FAAO 8260.46 CLARIFICATION MEMO DATED JULY 1, 2021.
3. **Need level surface evaluation:** From PRB review: "Provide completed Hold down altitude evaluations for December 2, 2021 post-implementation as agreed. Temporary Waiver to criteria is only valid until December 2, 2021."

FATHE TWO (RNAV) DP:

1. **Delete:** NOTE: RWY 17L, 17R, 18L, 18R, 35L; IF UNABLE TO ACCEPT CLIMB RATE, ADVISE CLEARANCE DELIVERY/ATC ON INITIAL CONTACT.
2. **Change note and Takeoff minimums to reflect PRB Results:** "NOTE: ATC CLIMB GRADIENT: RWY 35R: 566 FT/NM to 2600, 36L: 637 FT/NM to 2300, 36R: 621 FT/NM to 2300, IF UNABLE TO ACCEPT CLIMB RATE ADVISE ATC PRIOR TO TAXI" We asked for the ATC climb gradients to be added to the Note not the Take-off Mins. This was done in coordination with Jepp and industry to ensure that the ATC climb gradients don't get confused with the obstacle climb:
NOTE: RWY 35R, 36L, 36R: IF UNABLE TO ACCEPT ATC CLIMB RATE ADVISE ATC PRIOR TO TAXI.
TAKEOFF MINIMUMS:
RWY 17L, 17R, 18L, 18R, 35L: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600.
RWY 35R: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 566 FT PER NM TO 2600.
RWY 36L: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 637 FT PER NM TO 2300.
RWY 36R: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 621 FT PER NM TO 2300.

3. **The MOCA needs to be charted or a waiver submitted:** DO NOT CHART MOCA: FROM BKENI TO VIYAP.

MCO/F11 is requesting that in the Approach Control Frequency section of the SIDs it is published with two entries:
ORLANDO DEP CON
(EAST)

ORLANDO DEP CON
(WEST)
This applies to ORLANDO5, FATHE2, JEEMY2

Please ensure that all Speeds at EARSS and HANDD are

"CHART SPEED ICON MAXIMUM SPEED 230 KIAS AT EARSS / HANDD"

This applies to EPCOT2, FATHE2, FSHUN2, JEEMY2 and LEWRD2.

EPCOT TWO (RNAV) DP:

1. **Delete:** NOTE: RWY 17L, 17R, 18L, 18R, 35L; IF UNABLE TO ACCEPT CLIMB RATE, ADVISE CLEARANCE DELIVERY/ATC ON INITIAL CONTACT.
2. **Change note and Takeoff minimums to reflect PRB Results:** "NOTE: ATC CLIMB GRADIENT: RWY 35R: 566 FT/NM to 2600, 36L: 637 FT/NM to 2300, 36R: 621 FT/NM to 2300, IF UNABLE TO ACCEPT CLIMB RATE ADVISE ATC PRIOR TO TAXI" We asked for the ATC climb gradients to be added to the Note not the

Take-off Mins. This was done in coordination with Jepp and industry to ensure that the ATC climb gradients don't get confused with the obstacle climb:

NOTE: RWY 35R, 36L, 36R: IF UNABLE TO ACCEPT ATC CLIMB RATE ADVISE ATC PRIOR TO TAXI.

TAKEOFF MINIMUMS:

RWY 17L, 17R, 18L, 18R, 35L: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600.

RWY 35R: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 566 FT PER NM TO 2600.

RWY 36L: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 637 FT PER NM TO 2300.

RWY 36R: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 621 FT PER NM TO 2300

3. Need level surface evaluation (from PRB review): "Provide completed Hold down altitude evaluations for December 2, 2021 post-implementation as agreed. Temporary Waiver to criteria is only valid until December 2, 2021."

Please ensure that all Speeds at EARSS and HANDD are

"CHART SPEED ICON MAXIMUM SPEED 230 KIAS AT EARSS / HANDD"

This applies to EPCOT2, FATHE2, FSHUN2, JEEMY2 and LEWRD2.

LEWRD TWO (RNAV) DP:

1. Delete: NOTE: RWY 17L, 17R, 18L, 18R, 35L; IF UNABLE TO ACCEPT CLIMB RATE, ADVISE CLEARANCE DELIVERY/ATC ON INITIAL CONTACT.

2. Change note and Takeoff minimums to reflect PRB Results: "NOTE: ATC CLIMB GRADIENT: RWY 35R: 566 FT/NM to 2600, 36L: 637 FT/NM to 2300, 36R: 621 FT/NM to 2300, IF UNABLE TO ACCEPT CLIMB RATE ADVISE ATC PRIOR TO TAXI" We asked for the ATC climb gradients to be added to the Note not the Take-off Mins. This was done in coordination with Jepp and industry to ensure that the ATC climb gradients don't get confused with the obstacle climb:

NOTE: RWY 35R, 36L, 36R: IF UNABLE TO ACCEPT ATC CLIMB RATE ADVISE ATC PRIOR TO TAXI.

TAKEOFF MINIMUMS:

RWY 17L, 17R, 18L, 18R, 35L: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600.

RWY 35R: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 566 FT PER NM TO 2600.

RWY 36L: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 637 FT PER NM TO 2300.

RWY 36R: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 621 FT PER NM TO 2300

3. The MOCA needs to be charted or a waiver submitted: DO NOT CHART MOCA: FROM LEWRD TO KNOT, KNOT TO CIGAR, KNOT TO REMIS. 9. ADDED MOCA FOR TRANSITIONS AND ADDED REMARK "DO NOT CHART MOCA: FROM LEWRD TO KNOT, KNOT TO CIGAR, KNOT TO REMIS" - FAAO 8260.46 CLARIFICATION MEMO DATED JULY 1, 2021.

4. Need level surface evaluation (from PRB review): "Provide completed Hold down altitude evaluations for December 2, 2021 post-implementation as agreed. Temporary Waiver to criteria is only valid until December 2, 2021."

Please ensure that all Speeds at EARSS and HANDD are

"CHART SPEED ICON MAXIMUM SPEED 230 KIAS AT EARSS / HANDD"

This applies to EPCOT2, FATHE2, FSHUN2, JEEMY2 and LEWRD2.

FSHUN TWO (RNAV) DP:

1. Delete: NOTE: RWY 17L, 17R, 18L, 18R, 35L; IF UNABLE TO ACCEPT CLIMB RATE, ADVISE CLEARANCE DELIVERY/ATC ON INITIAL CONTACT.

2. Change note and Takeoff minimums to reflect PRB Results: “NOTE: ATC CLIMB GRADIENT: RWY 35R: 566 FT/NM to 2600, 36L: 637 FT/NM to 2300, 36R: 621 FT/NM to 2300, IF UNABLE TO ACCEPT CLIMB RATE ADVISE ATC PRIOR TO TAXI” We asked for the ATC climb gradients to be added to the Note not the Take-off Mins. This was done in coordination with Jepp and industry to ensure that the ATC climb gradients don’t get confused with the obstacle climb:

NOTE: RWY 35R, 36L, 36R: IF UNABLE TO ACCEPT ATC CLIMB RATE ADVISE ATC PRIOR TO TAXI.

TAKEOFF MINIMUMS:

RWY 17L, 17R, 18L, 18R, 35L: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600.

RWY 35R: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 566 FT PER NM TO 2600.

RWY 36L: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 637 FT PER NM TO 2300.

RWY 36R: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 621 FT PER NM TO 2300

4. This not needs to add “Only” at the end to be consistent and clear. “ NOTE: JET AND TURBO-PROP AIRCRAFT ONLY”: NOTE: JET AND TURBO-PROP AIRCRAFT

5. Need level surface evaluation (from PRB review): “Provide completed Hold down altitude evaluations for December 2, 2021 post-implementation as agreed. Temporary Waiver to criteria is only valid until December 2, 2021.”

Please ensure that all Speeds at EARSS and HANDD are

“CHART SPEED ICON MAXIMUM SPEED 230 KIAS AT EARSS / HANDD”

This applies to EPCOT2, FATHE2, FSHUN2, JEEMY2 and LEWRD2.

JEEMY TWO (RNAV) DP:

1. Delete: NOTE: RWY 17L, 17R, 18L, 18R, 35L; IF UNABLE TO ACCEPT CLIMB RATE, ADVISE CLEARANCE DELIVERY/ATC ON INITIAL CONTACT.

2. Change note and Takeoff minimums to reflect PRB Results: “NOTE: ATC CLIMB GRADIENT: RWY 35R: 566 FT/NM to 2600, 36L: 637 FT/NM to 2300, 36R: 621 FT/NM to 2300, IF UNABLE TO ACCEPT CLIMB RATE ADVISE ATC PRIOR TO TAXI” We asked for the ATC climb gradients to be added to the Note not the Take-off Mins. This was done in coordination with Jepp and industry to ensure that the ATC climb gradients don’t get confused with the obstacle climb:

NOTE: RWY 35R, 36L, 36R: IF UNABLE TO ACCEPT ATC CLIMB RATE ADVISE ATC PRIOR TO TAXI.

TAKEOFF MINIMUMS:

RWY 17L, 17R, 18L, 18R, 35L: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600.

RWY 35R: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 566 FT PER NM TO 2600.

RWY 36L: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 637 FT PER NM TO 2300.

RWY 36R: STANDARD WITH MINIMUM CLIMB OF 500 FT PER NM TO 600. ATC CLIMB OF 621 FT PER NM TO 2300

MCO/F11 is requesting that in the Approach Control Frequency section of the SIDs it is published with two entries:
ORLANDO DEP CON
(EAST)

ORLANDO DEP CON
(WEST)

This applies to ORLANDO5, FATHE2, JEEMY2.

Please ensure that all Speeds at EARSS and HANDD are

“CHART SPEED ICON MAXIMUM SPEED 230 KIAS AT EARSS / HANDD”

This applies to EPCOT2, FATHE2, FSHUN2, JEEMY2 and LEWRD2.

BAYPO ONE (RNAV) DP/ENDED ONE (RNAV) DP:

1. The PRB agreements are not in the package. AJV did a unrestricted evaluation. They didn't evaluate the Maintain 1600. The agreement was for the facility to add language to the SOP to mitigate this. This needs to be kept in the package:

FAA Order 8260.58, para 5-6-3f: The fix beginning a manual termination leg must fall within an area and at an altitude protected by either an MVA/MIA, free vector area, ATC prominent obstacle display, or DVA.

(a) 40:1 ASC: add attached (DivDep_KPIE_RW18) diverse assessment to package.

(b) The 40:1 is interrupted with a maintain altitude of 1600 feet. The evaluation for the Fix YOTLR is inside of the 1700 foot MVA prominent obstacle sector. This does not ensure 1000 ft of ROC. ATC will mitigate the obstacle with an entry in the TPA SOP (PIE: All A/C Departing RWY 18 on the BAYPO/ENDED RNAV or PIE DP will not be assigned a 040 through 100 heading until out of 1700ft.). Add attached (SOP for PIE DPs) image from the SOP defining ATC requirements.

MAEKO ONE (RNAV) DP:

1. **Delete:** NOTE: IF UNABLE TO ACCEPT MINIMUM CLIMB RATES, ADVISE ATC ON INITIAL CONTACT.

2. The PRB agreements are not in the package. AJV did a unrestricted evaluation. They didn't evaluate the Maintain 1600. The agreement was for the facility to add language to the SOP to mitigate this. This needs to be kept in the package:

FAA Order 8260.58, para 5-6-3f: The fix beginning a manual termination leg must fall within an area and at an altitude protected by either an MVA/MIA, free vector area, ATC prominent obstacle display, or DVA.

(a) 40:1 ASC: add attached (DivDep_KPIE_RW18) diverse assessment to package.

(b) The 40:1 is interrupted with a maintain altitude of 1600 feet. The evaluation for the Fix YOTLR is inside of the 1700 foot MVA prominent obstacle sector. This does not ensure 1000 ft of ROC. ATC will mitigate the obstacle with an entry in the TPA SOP (PIE: All A/C Departing RWY 18 on the BAYPO/ENDED RNAV or PIE DP will not be assigned a 040 through 100 heading until out of 1700ft.). Add attached (SOP for PIE DPs) image from the SOP defining ATC requirements.

3. The MAEKO is a new procedure that wasn't reviewed before. The same issue is for rwy 22 as above. They need to add this to the SOP.

ORLANDO FIVE DP: (See attached graphic)

This is a new procedure that wasn't submitted before. The PRB identified a safety finding for the crossing restrictions needing and approval and waiver.

1. Remove the climb gradient for the south runways or provide reason in waiver.

2. Remove the radial/DME restrictions because the climb gradient covers them. Change the climb gradient termination altitude to 3000' and update waiver and approval as well as Notes. This should be in the same format as the RNAV procedures. Do not add ATC climb gradient to the takeoff minimums.

3. Change departure route description for northbound rwys: TAKEOFF RUNWAYS 35 L/R, 36 L/R: Climb on assigned heading for RADAR vectors to filed/assigned route. ATC climb gradient is required for traffic, if unable to accept climb rate advise ATC prior to taxi, thence...

MCO/F11 is requesting that in the Approach Control Frequency section of the SIDs it is published with two entries:
ORLANDO DEP CON
(EAST)

ORLANDO DEP CON
(WEST)

This applies to ORLANDO5, FATHE2, JEEMY2.

MAATY TWO (RNAV) STAR:

1. The MOCA needs to be charted or a waiver submitted: ADDED REMARK 'DO NOT CHART MOCA: KRSTE TO HEVVN, HEVVN TO LEGGT.'; 10, 11: IAW MEMO Clarification to FAA Order 8260.19, Flight Procedures and Airspace, STAR MOCA Documentation 07/01/2021.

The MOCA is documented correctly in transition routes on 17.1 in QC folder (all columns need a moca input); the remarks are sat (which will help prevent charting from documenting MOCA above FL180).

2. The Expect altitude note needs to be deleted or a waiver submitted: NOTE: TPA Landing South: Expect 250 KIAS at MAATY.

Remove airspeed expect 250.

DADES EIGHT (RNAV) STAR – Remove descend via note.

1. The Expect altitude note needs to be deleted or a waiver submitted: NOTE: TPA Landing South: Expect 250KIAS at OLENE.

Yes, remove

2. The MOCA needs to be charted or a waiver submitted: DO NOT CHART MOCA: HIBAC TO BEAUX.; 10, 11: IAW MEMO Clarification to FAA Order 8260.19, Flight Procedures and Airspace, STAR MOCA Documentation 07/01/2021.

Leave Remark as is (but make sure all mocas are inputted in enroute transition routes on 17.1)

RAYZZ TWO (RNAV) STAR: - Remove descend via note.

1. Add transition GNSS notes to PBN box: RNAV 1 – DME/DME/IRU OR GPS. CHRGE and CIGAR TRANSITIONS - GPS.

Agree

PIKKR SEVEN (RNAV) STAR:

1. Add REMIS to CODGR GPS note to PBN box: RNAV 1 – DME/DME/IRU OR GPS. REMIS to CODGR – GPS.

Agree

FOWEE TWO STAR: QC ACCOMPLISHED THE WORK HERE

1. Delete note or submit waiver: NOTE: AIRCRAFT EQUIPPED WITH RNAV OR OTHER CERTIFIED EQUIPMENT MAY EXPECT DIRECT JUNUR--REMOVED

2. Do not raise MEAs for ATC operational needs. B464/BR49V from ZQA to LUCSS has a max MEA of 7000. The procedure shows the route and the MEA is 12000. Which is correct?

ZQA -FOWEE MEA RAISED TO 12K PER FC
ZEUSS - FOWEE DUE TO ESVMS FOLKS

3. B464/BR49V from ZQA to LUCSS has multiple fixes and MEAs. If the rest of the airway is not going to be depicted on the route, remove the route from the procedure to prevent confusion.

SS CHARTING NOTIFIED

4. BR49V has MEAs/MOCAs listed. Do not depict BR49V from FOWEE to DHP because MEAs/MOCAs are not allowed.

5. Do not raise MEAs for ATC operational needs. B464/BR49V from LUCSS to FOWEE has a MEA of 7000. The procedure MEA is 12000. Which is correct?

6. Do not raise MEAs for ATC operational needs. Is the ZEUSS transition MEA raised for ATC Needs?

DEKAL SEVEN STAR:

1. Do not apply MCA criteria to STARs: Raise MOCA from BORDO to MENDL to 1300.

Agree

FORTL EIGHT STAR: NAR (DEC PUB IS FORTL NINE)

1. Do not raise MEAs for ATC operational needs: V7 from RSW to FORTL MEA is 2300. The procedure shows 10000. Why is the MEA 10000?

I am sure there are several reasons (this has been unchanged since before FORTL 7)...a couple that stick right out are the fact that the DG is 411 if utilizing 2300 and the fact that most IAP'S in the region start anywhere between 2700-5000 (A/C would have to climb to reach feeder/IAF).

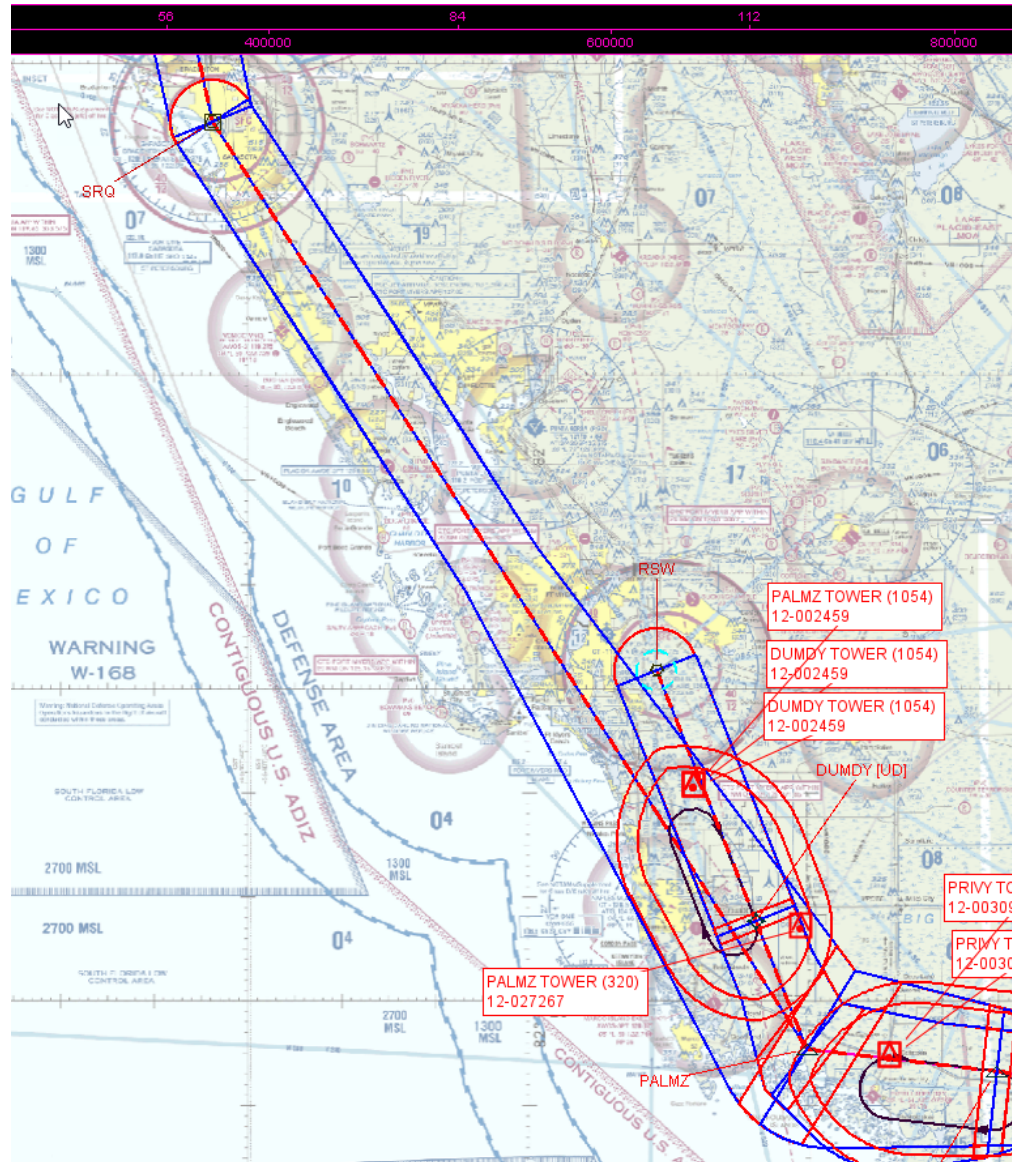
2. Delete V7 between FORTL and CHICK: FORTL to CHICK is not part of V7 since CHICK is not on V7.

Charting notified

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
PALMZ TWO	TWO	PALMZ.PALMZ2	PALMZ ONE	22 APRIL 2021	
Graphic Depiction 1					



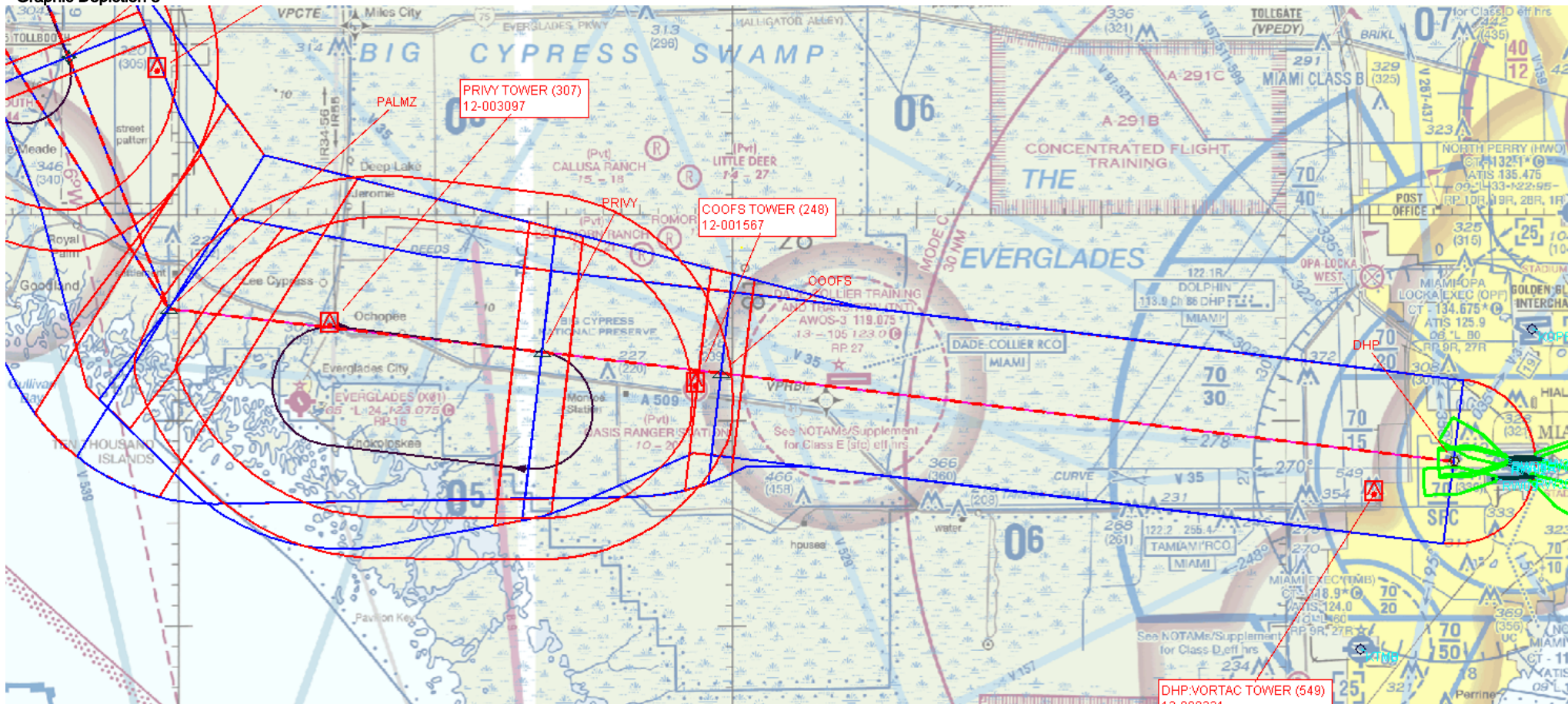
Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
PALMZ TWO	TWO	PALMZ.PALMZ2	PALMZ ONE	22 APRIL 2021	

Graphic Depiction 3

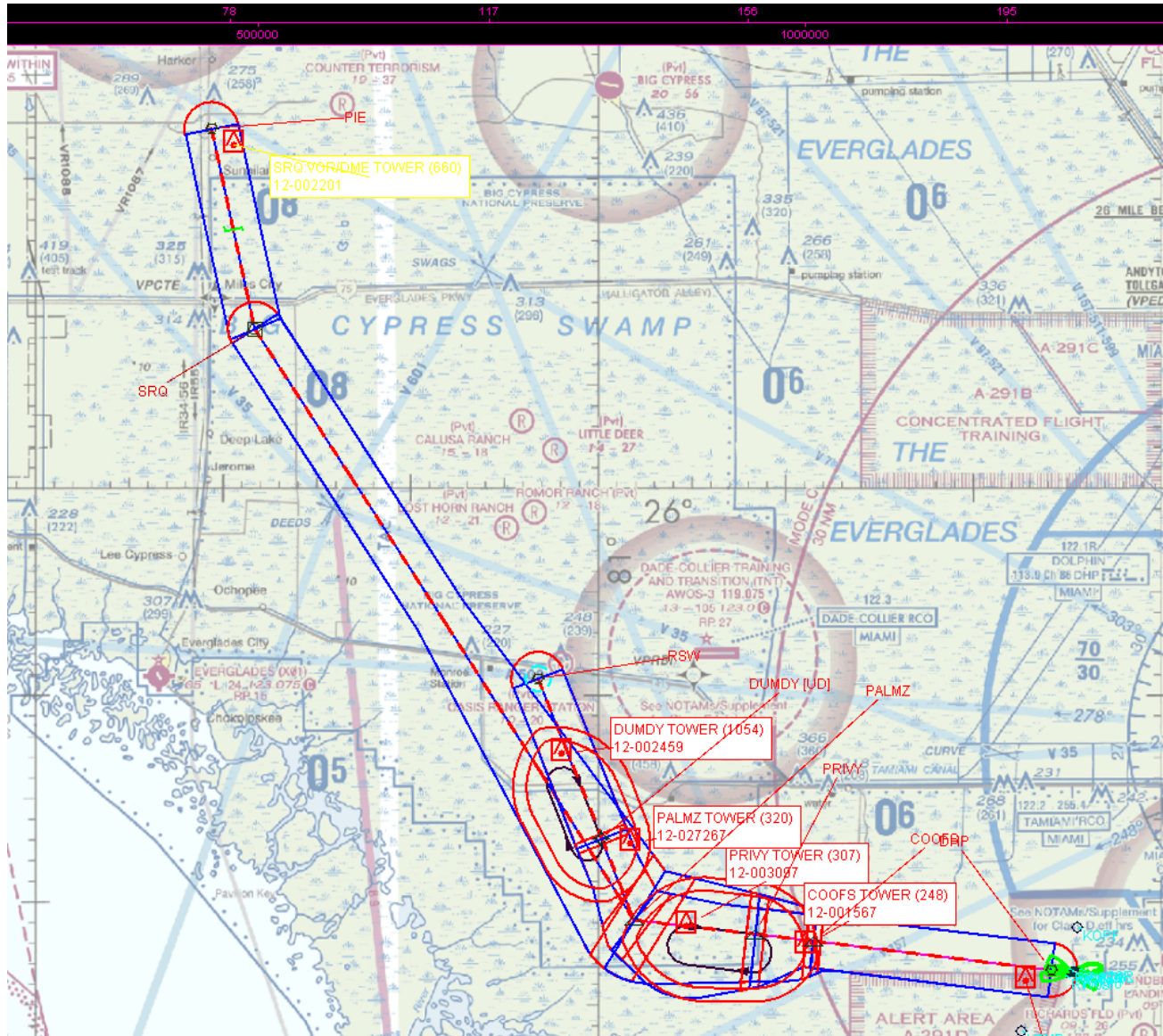


Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated.
Distances are in nautical miles (NM). Graphic depictions attached.

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
PALMZ TWO	TWO	PALMZ.PALMZ2	PALMZ ONE	22 APRIL 2021	
Graphic Depiction 5					





FAA

Aviation Safety

Memorandum

Date:

To: Manager, Instrument Flight Procedures Coordination Team

From: Manager, Flight Technologies and Procedures Division

Prepared by: Flight Procedures & Airspace Group

Subject: Approval Request; Memorandum Dated 01/25/2021

Wayne C Radicke
Signed By: Wayne C Radicke Tue
Mar 9 2021 10:15:30 GMT-06:00:00
(Central Standard Time)

Your request to deviate from the requirements of FAAO 8260.3E, Paragraph 2-2-7f, specifically, the requirement to establish an altitude at the termination fix for Standard Terminal Arrivals (STAR's) that authorize radar vectors is temporarily approved until December 2, 2021 and forwarded for your action. This temporary approval is applicable to the following procedures:

STANDARD TERMINAL ARRIVAL (STAR):

Tampa International (TPA), Tampa FL

MAATY ONE (RNAV) STAR

DADES SEVEN (RNAV) STAR

RAYZZ ONE (RNAV) STAR

Orlando International (MCO), Orlando FL

LEESE THREE STAR

JOKRS ONE (RNAV) STAR

Fort Lauderdale/Hollywood INTL (FLL), Fort Lauderdale, FL

DEKAL SIX STAR

FORTL EIGHT STAR

Punta Gorda (PGD), Punta Gorda, FL

PIKKR SIX (RNAV) STAR

LUBBR ONE (RNAV) STAR

Palm Beach (PBI), West Palm Beach, FL

MELBOURNE ONE STAR

RASAE ONE (RNAV) STAR

MAHHI ONE (RNAV) STAR

Miami Intl (MIA), Miami, FL

PALMZ ONE STAR

FOWEE ONE STAR

Orlando Sanford Intl (SFB), Orlando, FL

SHREK ONE (RNAV) STAR

TTHOR ONE (RNAV) STAR

This temporary approval allows sufficient time to amend the specified procedures to comply with standard criteria. As to agreed with the Metroplex Team, all post-implementation amendments should be completed by December 2, 2021.

Please direct all inquiries to Victor B. Naso, PRB Lead, Flight Procedures and Airspace Group, at (405) 954-5181.

Attachments



Federal Aviation Administration

Memorandum

Date: November 17, 2020

To: Mark Steinbicker, Manager, Flight Technologies and
Procedures Division
THRU: Wade Terrell, Manager, Flight Procedures and Airspace Group

From: Eddie Perez, Airspace Manager Plans and Procedures. MIAMI ARTCC

Prepared by: Arthur J. Griffenkranz, AIS EFPT, AJV-E24

Subject: Letter of Approval (LOA) Request: PALMZ STAR, KMIA

The termination fix for the PALMZ Standard Terminal Arrival Route (STAR) is DOLPHIN VORTAC (DHP).

Currently, FAAO 8260.3D, PARA 2-2-7f requires an altitude at the termination fix and that altitude must be at or above the minimum vectoring altitude (MVA) and/or minimum IFR altitude (MIA) (as applicable).

The current runway configurations at KMIA determines the altitude assignments at the various fixes along the STAR. The PALMZ STAR serves several airports and multiple runway configurations and flows at KMIA with varying altitude restrictions making a permanent altitude restriction impractical at the termination fix DHP. FAAO 7110.65 PA RA 4-5-6 and 5-6-1 requires altitude assignments above the minimum IFR altitude / minimum vectoring altitude (MIA/MVA) so the absence of an altitude does not introduce any new risk into the system.

Therefore, the South Florida District is requesting a Letter of Approval (LOA) to continue to utilize DHP for the PALMZ STAR without published or mandatory altitudes.

Sincerely,